



"THE TERMINAL CITY" (GRAND CENTRAL STATION), NEW YORK. (From a Drawing by Vernon Howe Bailey.)

## THE TWO GREAT RAILWAY STATIONS OF NEW YORK.

By BEN J. LUBSCHEZ, Fellow of the American Institute of Architects.

Read before the Royal Institute of British Architects, Monday, 17th May 1920.

THE impressive entrance to New York in which Nature took so large a part—the bay and harbour, the colossal Statue of Liberty, then the unique sky-line of towering buildings with the opalescent haze of morning or the myriad twinkling lights of fairyland at night—many of you may know few things in our country have impressed visitors from the other side of the Atlantic as has this first glimpse of our shore. It is all something bigger than man-made. But this water gate is, after all, something more important than the entrance to New York; it is one of the principal entrances to the country. Quite as important, although entirely provided by man, are the great vestibules to New York, where millions come from all over the country every year, its two great railroad stations, the Pennsylvania and Grand Central terminals. The minor stations and the Hudson Terminal may be omitted from consideration, the minor stations being of little importance and the Hudson Terminal being subsidiary to and merely providing down-town connections for the Pennsylvania Station—its importance as a commuting station and as the terminal of the Hudson Tubes being entirely outside of our consideration.

It is rather difficult to evaluate the comparative merits of these two buildings; they both serve their purpose well and yet are so different. They will be considered here on a comparative basis and also as the two grand units in the group which is the double portal and vestibule of New York. Neither unit is more important than the other in this group.

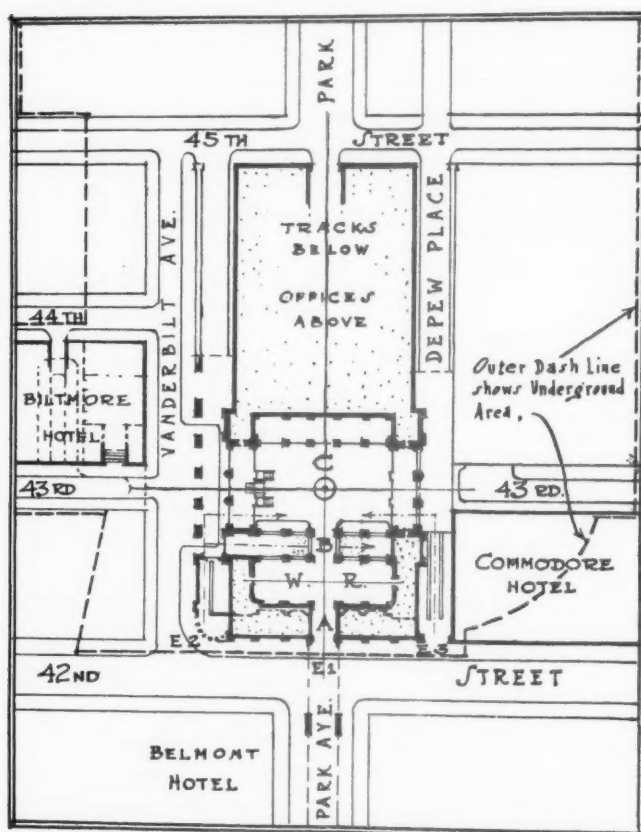
Before beginning the analysis of the two buildings it may be well to repeat a statement from the more general paper on Railway Terminals of a year ago: "The function of a railroad station or terminal is above all to provide in convenient and proper manner a connecting link between the service of the railroad and the public who use that service. Every requirement of plan must fundamentally be based on the idea of making it easier, safer, and pleasanter for the traveller to avail himself of the facilities of the lines of transportation" [JOURNAL R.I.B.A., Oct. 1919].

Of course, aesthetic requirements go further than this. No station, however, can be good architecturally, no matter how beautiful its design may be, if it does not follow this fundamental. That it must also be impressive and beautiful goes without saying, for we must remember that it is in the station that the stranger gets his first impression of hospitality and his last lingering impression on leaving. Beauty is essential in forming these impressions properly, but convenience and comfort will go far in making us receptive to this message of Beauty.

The first superficial analysis of the two stations reveals the Grand Central as a *tour-de-force* in the Modern French School: clever, brilliant planning, of great efficiency, but extremely complex and barely understandable without the most careful and painstaking scrutiny and study. The Pennsylvania, on

the other hand, is a great Roman structure, big, monumental, dignified and with a *parti* so simple and clean-cut that it reveals itself at a glance.

The Grand Central is an actual terminal for all trains entering it, and is on two general levels, the principal level being mostly for the transcontinental and other long-distance lines, and the lower level used mostly for suburban short-distance lines or commuting service. To grasp the plan it is necessary to examine the simplified analytical diagram. The terminal and office building fronts on Forty-second Street, runs back to Forty-fifth Street on the north, and lies between Vanderbilt Avenue on the left or west, and Depew Place on the right or east. The building apparently stands on a great terrace, the top of which is a promenade. Directly in the centre of the Forty-second Street front is the Park Avenue viaduct connecting with the promenade, which in turn carries Park Avenue traffic around the sides of the station by way of Vanderbilt Avenue and



GRAND CENTRAL STATION, NEW YORK: PLAN.

Depew Place, and meeting the level of Forty-fifth Street at the rear. Depew Place is, for the present, merely a private street and is not open to general traffic. It separates the Commodore Hotel from the station. Under this promenade, on the street level, are shops, the main entrances, and the cab entrances.

The main building above the terrace is 300 feet by 688 feet, below the street level the building area is 455 feet by 745 feet. The main front is on Forty-second Street, and the main entrance, as shown on the plan diagram, is in the centre of the terrace on this street, at E1, under the Park Avenue viaduct, with shop fronts on each side. This entrance opens into a vestibule or rather short corridor, A, whose

floor slopes downward towards the general waiting room, WR. Opposite the entrance to the waiting room is a large opening on to a bridge, B, leading into the Grand Concourse, C. Under this bridge runs a double ramp connecting the other front entrances, E2 and E3, at the ends of the Forty-second Street front of the terrace, with the lower level of the station. At the north side of the concourse, opposite the bridge entrance, are the train gates leading directly to the tracks. At the south side of the concourse and each side of the entrance to it are ranges of ticket booths. In the centre of the room is a large circular information desk. At the left end of the concourse are steps, the only ones of importance in the station, leading to a wide gallery opening on the cab concourse off of Vanderbilt Avenue and on the axis of Forty-third Street. Under a similar gallery at the right end of the concourse are luggage checking rooms, telegraph offices, telephone booths, a branch post-office and a passage-way to the Commodore Hotel. Under both galleries are the terminals of ramps leading from the entrances at E2 and E3 and connections to the double ramp under the bridge, B, leading to the lower level.

The main concourse is 120 feet wide, 272 feet long and 125 feet high. It is the keynote of the whole plan and, as we shall see, it functions as such, practically every outgoing and incoming passenger—except some of those using the suburban service on the lower level, and whether reaching or leaving the station by cab, subway, surface car or on foot—being compelled to pass through the concourse as a matter of convenience and direct connection with all parts of the terminal.

The waiting-room, WR, is somewhat smaller and lower than the concourse. It is divided for men and women merely by a wide central aisle. On the right at the east end are the women's retiring and comfort rooms; on the left or west end are the men's smoking and comfort rooms.

The two great rooms are finished in Botticini marble, terra-cotta, and artificial stone to harmonise with the marble in colour. The ceiling of the concourse is an elliptical barrel vault, sky-blue in colour,



GRAND CENTRAL STATION, NEW YORK GRAND CONCOURSE.

with the constellations, the signs of the Zodiac, and part of the Milky Way painted on it in gold. The ceiling of the waiting-room is flat and divided into five great panels by ornamental cornices.

The double ramp which connects with the entrances at E2 and E3 leads under the bridge, B, to the suburban concourse directly under and exactly similar in plan to the main concourse, on one side, and on the other side to the general restaurant which is under the waiting room. These rooms, although similar in size and plan to those directly above them, are much lower. The restaurant is quite different in character from the other rooms, being entirely arched and vaulted in tile.



GRAND CENTRAL STATION FROM ALONGSIDE PARK AVENUE VIADUCT.

On the level of the Grand Concourse floor and directly connected with it, but—on account of the street grades—lying under Forty-third Street and partly in the basement of the Biltmore Hotel, are an extension of the train gates with appropriate lobby, all used only for incoming trains and in conjunction with the main station, and an elaborate underground cab concourse connected with the street level by ramp to Forty-fourth Street.

Even after considerable acquaintance, one is apt to lose his way in the lower level of the Grand Central Station. There are direct underground connections with the Commodore Hotel on the east and the Biltmore Hotel on the west; indirect connections to two other hotels. There are direct connections to three subway traffic systems on two different levels. These passageways, some quite wide and long, are in many parts lined with all kinds of shops, parcel booths, telegraph and telephone booths. Baggage, express shipments (freight on passenger schedules), and mail are handled through a series of passageways leading from Forty-fifth Street and from Depew Place, as also from Vanderbilt Avenue,

to rooms over the track levels in the lower part of the rear office building and conducted to the track levels by many lifts. Adjacent to this little underground city are the seventy acres of underground track yards with thirty-two miles of track. Above the tracks are the office building part of the terminal, streets, and building sites, many of them already used. When this comprehensive group improvement is completed it will involve twenty city blocks and perhaps pay an adequate return on the \$180,000,000 spent on the terminal, trackage, and *electrification* of the railroads using the terminal, which electrification alone made the whole scheme possible.

At the ends of the waiting room and in the corners of the concourse above the main floor level are several storeys of offices, and circulation between these groups and the main office building in the rear is cleverly established by passageways through the hollow piers and between the outer and inner glazings of the great windows. The window corridors have glass floors and ceilings, and it is quite a sight to see people passing through these at different levels rather phantom-like.

The Grand Central Station is difficult to photograph both inside and out. The interiors are large, not brilliantly illuminated, and always filled with rapidly moving people. On the exterior it is surrounded by rather narrow streets and hemmed in by tall buildings. When the building sites over the track yards are all used, many of them are now occupied, the whole group will have the appearance shown in Mr. Vernon Bailey's drawing [p. 369]. The vacant plot in the lower right-hand corner of this drawing is already occupied by the twenty-two storey Commodore Hotel. Three other interesting



SIDE OF GRAND CENTRAL STATION, LOOKING UP VANDERBILT AVENUE.

views are shown\*: one looking towards the central feature of the front from alongside the Park Avenue viaduct, one looking down the Vanderbilt Avenue side, and one showing the front against the Commodore Hotel as a background and well illustrating the great difference in scale between the station and an ordinary building. From these the general character of the design may be seen. The base or wall of the terrace is of pink granite; the rest of the building is in Bedford limestone. The scale is tremendous. The great arched windows are 33 feet wide and 60 feet high. The arm of the figure of Mercury surmounting the clock is 12 feet long. This large clock group emphasises the central feature of the building front but at the same time dwarfs its other dimensions so that it is difficult to grasp the scale. The design is grandiose and modern and its triumphal arch *motif* suggests the great gateway. In a measure the exterior expresses the chief features of the plan, and altogether the Grand Central Terminal must be considered one of the great modern buildings. Warren & Wetmore, with Reed & Stem, were the architects, the former being usually credited with the design, while the latter are credited with the planning.

\* It has been possible to reproduce in these pages a selection only of the lantern illustrations shown at the meeting.—ED

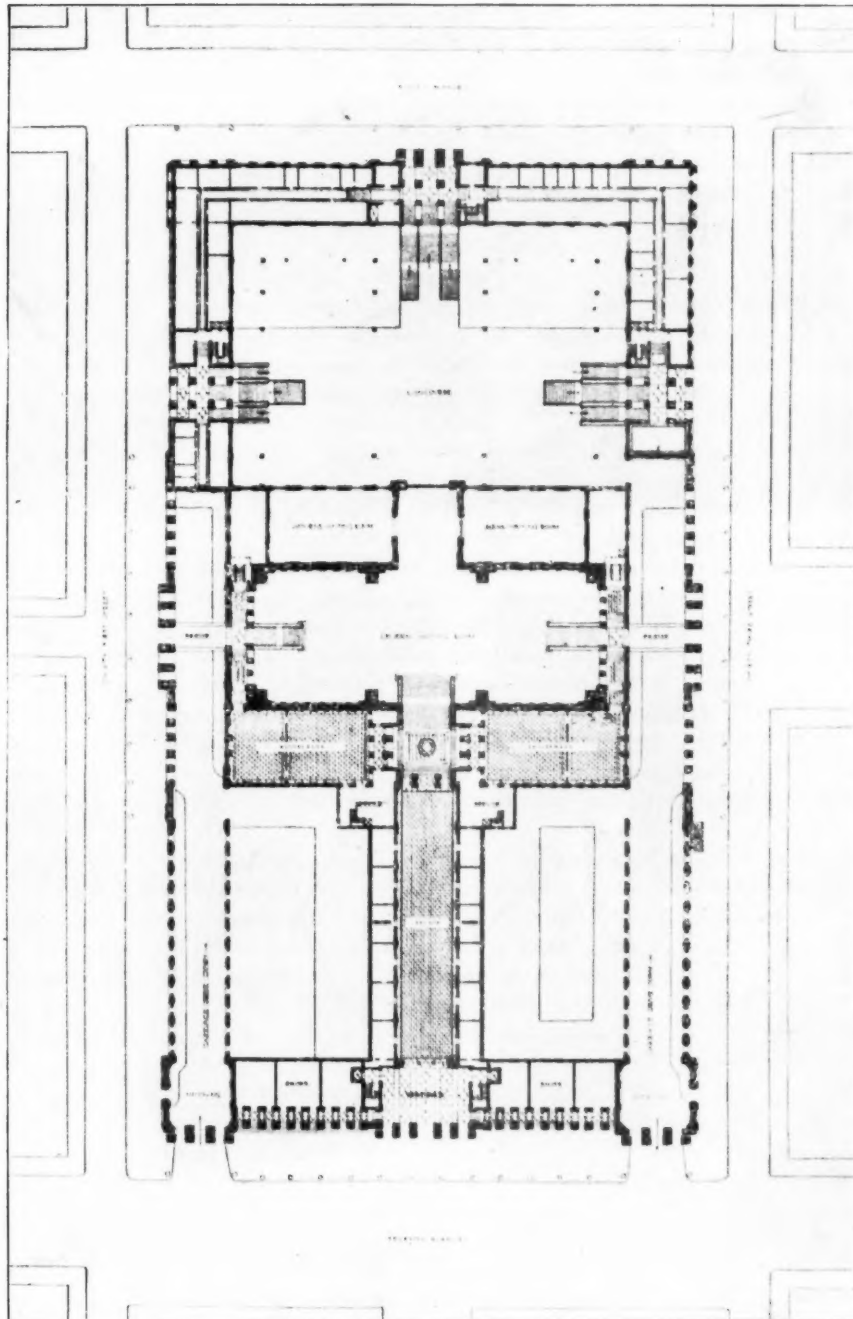


The Pennsylvania Station was designed by McKim, Mead & White, architects, and is one of the last great works to show Mr. McKim's influence to a large extent. It occupies a plot of ground 455 feet by 800 feet in size between Thirty-first Street and Thirty-third Street, and between Seventh and Eighth Avenues. The principal front is 455 feet long and faces Seventh Avenue. The principal entrance in the centre of this front is on the axis of Thirty-second Street. Each side of the main entrance are colonnades screening offices and shops, and at the ends of these colonnades, at the corners of Thirty-first and Thirty-third Streets, are the cab entrances. In the centre of both the Thirty-first and Thirty-third Street sides are important entrances by bridges over the cab entrance roadways, while in the centre of the rear halves of the long side façades and in the centre of the Eighth Avenue façade are other entrances leading directly into the train concourse. The plan is well composed and balanced; it looks extremely well as a design on paper, an important test in a monumental plan.

The main entrance in Seventh Avenue opens into a great vestibule off of which are minor entrances to the subway station, suburban train concourse, and to the shops and offices of the Seventh Avenue front. Directly opposite the main entrance is the entrance into a stately arcade, both sides of which are lined with shops. At the end of this arcade is another great vestibule. Off the sides of this vestibule are the restaurant and the lunch room with appropriate entrances. On the axis of the arcade and the whole width of the vestibule is a great archway over a broad flight of steps leading down into the main waiting room, probably the finest roofed-over space in this country. This room is about 100 feet by 300 feet in size and 150 feet high. Like the arcade the room is finished in Travertine marble. A great deal of this is artificial, but a perfect match in colour and surface to the genuine stone. This vast room is beautifully lighted by eight large, arched clerestory windows. Below six of these windows are the panels containing the map decoration by Mr. Jules Guerin. The whole design, adapted from the Baths of Caracalla, possesses that grandeur which one's imagination attributes to its prototype. The soft tones of the Travertine marble, the pastel-like colours of the Guerin panels, the great sun-rays filtering through the high windows midst the vaulting, the magnificent scale of it all, produce an effect of impressive welcome to the stranger and of worth-while cherished memory for the departing visitor. This most important room, the centre and heart of the whole architectural scheme, although called general waiting room, is not a waiting room at all but rather a great common room or lobby, a real vestibule to the city. At the side opposite the arcade entrance is another wide archway leading to the train concourse. At either end are flights of steps leading up to the vestibules and entrances from Thirty-first and Thirty-third Streets, for it must be remembered that the floor level of this room is considerably below the surrounding street levels. The Thirty-third Street entrance is opposite a private street leading to Thirty-fourth Street, a wide and important cross-town traffic way. Underneath this private street is a tunnel leading to the lower levels of the station, with stairs and escalators to the street level. On the long sides of this room, on both sides of the great archways leading from the arcade and to the train concourse are four ranges of booths for tickets, telegraph offices, and telephones. There are various entrances to the adjoining subway station and to the baggage rooms, which occupy most of the space under the restaurants and arcade.

At the sides of the arched passageway to the train concourse are two real waiting rooms comparatively small in size, although they are each about 60 feet by 100 feet. At the end of each waiting room are appropriate comfort and rest rooms.

The arched passageway between the waiting rooms leads from the magnificent so-called general waiting room to the train concourse. This concourse is a vast space about 200 feet by 300 feet in size, and is roofed over by exposed steel arches on steel columns likewise exposed, the spaces between arches being glazed. In this concourse are the various train gates leading to flights of stairs and elevators to the train level below. Between the train level and the concourse floor level is a mezzanine, which connects with the suburban train waiting room under the general waiting room, with the subway stations; with the sub-surface entrance from Thirty-fourth Street, and with sub-surface entrance to the



PENNSYLVANIA STATION: PRINCIPAL PLAN.

new Pennsylvania Hotel opposite the station in Seventh Avenue. In the concourse are also the news-stands, and, quite recently moved from the general waiting room, the parcel receiving and delivery room. This parcel room is connected by adequate endless belt type carriers to the baggage room below, and is really much more conveniently located nearer the train gates than was the original parcel room. At the sides and back of the concourse are flights of stairs leading up to vestibules and entrances from Thirty-first and Thirty-third Streets and from Eighth Avenue.

The walls of the concourse are in masonry, granite like the exterior, and some brick facing. The steel work is well designed and of graceful lines. The frank revelation of structure is noteworthy, but the transition from masonry to steel where these materials come in juxtaposition at the walls is often awkward.

The suburban train concourse and waiting room are simply so much space, there is no attempt to impart architectural character, which is so obvious in other parts of this building. Of course, this part of the station is used almost entirely by New Yorkers. It is another case of putting on our best for strangers and considering anything good enough for the home folks.

The two cab entrances at the ends of the Seventh Avenue façade open into inclined roadways which, by the time they reach the centre of the long façades, are on the concourse floor level and general waiting room floor level and connect directly with these rooms, as well as with a system of underground passageways used for the handling of luggage, or baggage as we call it here. The Thirty-third Street cab entrance and roadway is used for outgoing passengers and the Thirty-first street roadway for incoming passengers.

The Pennsylvania Station is a combination, or both terminal and way, station. The trans-continental trains stop and the lines terminate at this station. The Washington-to-Boston trains run through, while the numerous Long Island suburban trains run in the opposite direction as the trans-continental lines, thus the tracks underneath the station do not terminate there but run through and in both directions from it. For many miles either side of the station the trains are electrified. Trains from the West change from steam to electric power at Manhattan Transfer, some ten or twelve miles from the station, in New Jersey. They enter the Pennsylvania Tubes under the Hudson on the New Jersey side and proceed underground to the station. Long Island trains proceed from the station underground to the New York shore of the East River, where they emerge and cross this river by bridge into Long Island City.

The exterior of the building is of pink granite. The design expresses the plan with reasonable clearness. Its outstanding feature is the vigorous Roman order used, almost Tuscan in character, although it approaches closely the Doric. The upper part of the general waiting room with the great arched clerestory windows is an outstanding feature of the composition. Character, with the utmost simplicity and dignity and strength, is the distinguishing quality of the design which has caused considerable controversy as to its appropriateness for a railroad station.

The Pennsylvania Station is planned and designed with the view of gaining architectural effect, and it succeeds admirably in this respect. One cannot help but feel, however, that if the travellers' convenience and comfort had been considered in combination with this effect the greatest building of modern times might have resulted. The magnificent plan, as we have gone through it and analysed it, is one of long distances and many flights of stairs; the result has been that with time travellers have discovered the minor entrances and short-cut passages, which are numerous and which get them to and from trains more quickly, more conveniently and with fewer steps than the prescribed line of circulation indicated by the plan. For instance, passengers reaching the station by cab or by subway or from Thirty-fourth Street usually reach their trains, unless they must buy a ticket, by several uninteresting subsurface passages, and the magnificent general waiting room fails in its function; it cannot impart its glorious architectural impression to a traveller who does not come within the range of its spell, because he saves time and energy by taking another path.





SEVENTH AVENUE FAÇADE.



ENTRANCE ARCADE.



GENERAL WAITING ROOM.

PENNSYLVANIA STATION, NEW YORK.

A controversy once arose as to the comparative merits of two contemporary poets, and a critic came and inquired as to the sense and reason of the argument. "Why not be thankful we have them both?" said he. We in New York, I think, are thankful that we have both these magnificent stations, and there is little reason for argument as to their comparative merits, yet one is tempted to make this comparison.

The two stations are about a mile apart, between them lie the retail shopping district, the hotel and theatre districts of the city. The immediate environment of the Grand Central Station is far superior to that of the Pennsylvania; its close proximity to Fifth Avenue helps it much. From the standpoint of pure design, the Pennsylvania Station is part for part and as a whole incomparably the better of the two. From the standpoint of ingenious solution of a tremendous problem the Grand Central is easily the better. As a convenient "connecting link between the service of the railroads and the public who use that service," the Grand Central Station is again superior. Considering circulation alone: in the Grand Central it is compact and easy; despite its various levels there are practically no steps nor stairs, connections are all made by ramps of easy gradient. In the Pennsylvania Station, the lines of circulation are long and there are many flights of steps, some of them merely to gain interesting architectural effect. Yet we should not think that in the Grand Central architectural effect has been sacrificed for utility or convenience. The Grand Central *might* have been as superb in design as the Pennsylvania, the difference is due to the difference in temperament of the designers. As a splendid, dignified, scholarly, aristocratic solution of a vast architectural problem, the Pennsylvania Station is memorably impressive. As a highly ingenious, almost pyrotechnical, brilliantly useful solution of an extremely complex problem, the Grand Central Station is equally impressive.



PENNSYLVANIA STATION: 31ST STREET FAÇADE.

## DISCUSSION ON THE FOREGOING PAPER.

Mr. WALTER CAVE, *Vice-President*, in the Chair.

THE CHAIRMAN, prior to the reading of the Paper, reminded the Meeting that Mr. Lubschez had favoured the Institute last Session with a Paper on the Railway Terminal Station of the United States. The Paper about to be read was contributed by Mr. Lubschez in response to the Council's request for a Paper giving details of the plan and construction of one or two of the great railway stations of New York. He had also specially prepared a series of illustrations to be shown by lantern. The Council much regretted that Mr. Lubschez was unable to be with them to deliver the Paper in person. The CHAIRMAN then asked the Hon. Secretary to read the Paper and show the slides.

Professor S. D. ADSHEAD, *Vice-President*, in moving a vote of thanks to Mr. Lubschez, said he had had the opportunity of seeing the two stations about the time of their completion, and could endorse all that had been said with regard to their magnificence. It had been a controversial question with American architects as to whether the application of an ancient motif, like that of the Baths of Caracalla, to a modern problem was legitimate. He remembered discussing the matter at New York with several enthusiasts, and concluded that the unanimous opinion of American architects was that the Pennsylvania Station in that respect was not altogether a success. Personally, he was strongly in favour of sacrificing a certain amount of what some people called "utility," in order to create an impression. There was no doubt that the Pennsylvania station was a most impressive building. Its scale was magnificent, and it was in every essential a much simpler building than the Grand Central. The station had a great advantage over stations recently constructed in this country; it had a magnificent and symmetrical site and a grand approach, for those who had not visited New York did not realise the great width and grand scale of its avenues. English stations all suffered from the lack of a magnificent approach. Probably one of the most interesting and successful features of the Pennsylvania station was the concourse, which is constructed of steel, but steel not applied, he thought, with the view to producing the greatest span with the employment of the minimum of material, but a very beautiful building in steel—a study in filigree work in that material. He should like to see engineers in this country use steel more architecturally, as it had been used in America. The example of steel construction at Pennsylvania station, by one of the greatest architects, was one that they might very well follow. The Grand Central was a very complex station—comparing it architecturally with the Pennsylvania station, it might be described as a véritable *tour de force*. It was essentially modern, and in that sense, even though it

had not the traditional qualities of the Pennsylvania station, perhaps architecturally better. Personally, he had never been quite satisfied as to the necessity of raising it one storey above the street level; it had led to great complications with regard to the approach; the bridge crossing 45th Street was an unquestionable obstruction.

Mr. W. R. DAVIDGE [A.] seconded the vote of thanks. They were always interested, he said, in the works of American architects, and were particularly interested in those modern structures in which the engineer and the architect had collaborated. New York was peculiar among the large cities of the world in having practically only two principal railway termini. But the geographical situation presented considerable difficulties in both those stations. Previous to the introduction of the Pennsylvania Railroad station most of the traffic was by means of ferry. With the introduction of the Hudson River tunnels, a new cross-country track was opened, which made it possible for New York to spread east and west, as well as northward—as it had been doing for many years. The Pennsylvania Railroad station was a modern station put over what was really a very deep-level Tube railway. The fact that the railway had to be at that level, having just emerged from the Hudson tunnel, created the great difficulties with regard to the levels; and their sympathies should be with the architect who had to deal with a difficult problem and had evolved a masterly work of art. As the author pointed out, practically the whole of his efforts had been concentrated on the great central concourse. But, as one who had used that concourse, he must say that when he had descended by the gates and the ways to the comparatively dark platform, lit, of course, by artificial illumination, the effect was distinctly disappointing. So many platforms had to be got into the space between streets that the platforms were comparatively narrow; there was nothing like the space and generous effect which one experienced at Waterloo, for example. But that was not the fault of the architect; it was due to the circumstances in which he had to evolve his design, and he had done well in making the most of the conditions. But the author touched upon what was a weak point, namely, that the New Yorker himself did not use this elaborate concourse; he used the short-cuts. Another little criticism which appealed to the visitor was that with practically only two important railway stations in New York, there should not be some better communication between the two for those who wanted to get from one to the other, with luggage. It was, however, six years since he was there, and something of the kind may have since been evolved. The Grand

Central station was certainly a very fine work indeed. In fact, in both stations visitors would be impressed with the immense scale and the charming proportions of the buildings. But in regard to both, the architect had been very much limited by his site. In the case of the Pennsylvania station, he had a plot between two or three streets, and much the same was true of the Grand Central. It was not so easy for the architect who had to squeeze a certain amount of accommodation between definite highways, as it was for the architect of Waterloo or similar stations, where there was space for a lateral spread. In the case of New York it was forced upon the architect to get his space on two different levels, or else to go to the expense of spreading out laterally and displacing an additional city block. Even one extra track meant a considerable area of land, and the way in which the difficulties of the viaduct and the continuation of Park Avenue had been got over was masterly. As architects, they must pay their tribute of appreciation to their American brethren who had met these difficulties and had given them something which should be an instruction to them in the comparatively easier problems which confronted us in this country.

Mr. WM. WOODWARD [F.] said he joined heartily in the vote of thanks. Both Paper and slides had been extremely interesting. The term "monumental" had been frequently used by the author, and they would agree that the term was never better applied than to the buildings they had seen depicted. There was a certain hotel in Victoria Street about which it had been said—and he thought with truth—that there was a mistake in the scale, which accounted for the enormous size of the details of the building. With regard to the dimensions of the Central Station, New York, some of the entrances and vestibules were only 50 feet higher than the extremity of the vault of Westminster Abbey. His mind was carried back to that delightful little classic station, Euston, and to that fine home of simplicity, the Great Northern Station at King's Cross; and in comparison with these he agreed that 120 feet in height deserved the term "monumental." He had no doubt the levels had been a matter of extreme difficulty for the architect; but a railway station with the dimensions described he regarded as unnecessary and a blot on the city. One feature he admired immensely—the arrangement whereby the passenger was enabled to pass gently from the footway into the motor-car.

Mr. A. E. BARTLETT [F.] said that there was one point in the Paper which attracted his notice, viz., the statement that Charles McKim based his design for the Pennsylvania station on the Baths of Caracalla. He had heard from a pupil of McKim's that it was McKim's practice, when he had a big job to do, to wander about Italy or France until he hit upon some building which seemed to him to contain the germ of an idea on which he might work for his big scheme. McKim's work, he thought, stood out almost more

prominently than that of any other architect of the last century. When he was in the States it was always a pleasure to him to look at anything designed by McKim: and seeing that he adopted this practice of seeking among old work an inspiration for new work, it was a practice that any of them might follow when commissioned to do some big job. Mention had been made of the immense scale of these stations. But it should be remembered that these stations serve the railways not of a small island, but of an immense continent, with a population of 80 to 90 millions, and we should expect the stations to be proportionately bigger than ours.

THE CHAIRMAN in putting the vote said that he had seen the two stations himself, and could bear out what had been said about their architecture. He agreed with Mr. Davidge about the side entrances at the Pennsylvania station. He had a recollection of going into that vast hall and finding it practically empty. The New York people avoided crossing the great hall, they used short cuts. It seemed an enormous waste of space. The steel construction in connection with the stone was also a very interesting feature; the steel work was certainly beautiful.

The resolution of thanks was carried by acclamation, and a vote of thanks was passed to Mr. Arthur Keen for reading the Paper and showing the slides.

---

## MODERN HOUSING IN ANCIENT ROME.

By S. HURST SEAGER [F.].

ANCIENT Rome! What visions of magnificence and splendour the thought of it calls up. We are carried in imagination far back into the dim and misty past—back to the time when legendary lore is so closely intermingled with historical fact, that it is difficult to distinguish the one from the other; back to the time when the seven hills of Rome were peopled by those warlike tribes who have left evidence of their existence, their mode of life and their memorials of death, deep down beneath the relics of Imperial Rome—the Rome of the Emperors, its palaces, temples, baths—magnificent places of entertainment—triumphal columns and arches all adorned with beautiful sculptures by Grecian artists and their disciples, and the whole linked together by vast colonnades into an architectural creation of unparalleled splendour.

We see, among this splendour, Christianity arising, struggling and conquering, until the head of the Christian Church was there enthroned—enthroned, yet unprotected against the violent onslaught of the Huns and Vandals, and powerless to prevent the partial destruction of the city. Among this chaos we see Rome arising Phoenix-like from its own Pagan ruins, a new Christian Rome, built with the relics of Grecian grace and those of Roman gorgeousness.



Many relics of priceless value lay buried under the debris of destruction, and in imagination we are carried forward to the time when the temporal power and riches of the Popes led to an extravagance of living far apart from the simplicity of the earliest leaders of the Church, to a time when Christianity was professed but Paganism was beloved—when the halo of romance was shed over the old ruins and classical lore, and the unearthed treasures were seized upon to adorn the Papal Palace, the palaces of the nobles, and the museums of the world. These treasures remain for our delight and instruction: they remind us not of any struggle for the welfare of the Roman people as a whole, but of the power, the riches, and the tyranny of the Patrician classes.

There stands to-day, hard by the relics of the past, as magnificent a structure as any that adorned the ancient city—the Victor Emanuele Monument—symbolising the unity of the Italian people: it stands for an ideal: it is the "Nation's Altar," a token that in future the welfare of the whole of his people shall be the first care of the Italian king and his ministers.

Rome, through the long course of her history, through all phases of her life, has always risen with power from her apparently overwhelming disasters. It is now on the brink of another great disaster which cannot be met by the power of the sword, but only by giving to its people that right and justice for which its great memorial stands.

Italy's present trial is the world's trial; as I write at my hotel window in the centre of this ancient city, there is an ominous hush over the whole of it, reflecting the absolute cessation of activity throughout Italy. Not a train, tram, bus or carriage is running. There is no post and no telegraph. Everything is closed. There is absolutely "nothing doing" for this one day—"Labour Day, the 1st of May." This cessation of work is not a "Roman holiday"—there is no mirth, no joyousness—it is only a silent, sullen protest by the workers against the conditions of life under which they have to live. The temper of the people is such that the authorities considered it necessary to place hundreds of armed guards in every part of the city.

Here, as elsewhere, it is the housing conditions which make very largely for the prevailing discontent. The Government realise this and are doing what they can to remedy it. The mistaken methods adopted by the Unions prevent the Government from doing what they would, but we have, perhaps, some reason for hope that there will soon be found a way by which contentment and happiness shall run throughout the whole of the body corporate. I realise here, as I realised in England, and expressed in my paper, "The Garden City as an Industrial Unit," that hope does not lie in the mere building of homes, however convenient and comfortable they may be. The industrial lives of those who occupy them, whether for town or country workers, must be carefully considered and provided for. The provision of homes which are

simply dormitories far away from the work of those who occupy them, and often far away from shopping centres, creates here in Rome a traffic difficulty even more acute than that in London.

The endeavour is simply to provide homes: these are not such as a garden city enthusiast would desire, but they are very far ahead of the homes which the manual worker has had to occupy hitherto. There must of necessity be two types of homes. Those in the Garden Industrial City, situated in the midst of agricultural land, self-contained as far as possible; and homes for the dwellers in the existing cities, dwellers who must perforce remain in the large cities, and who need to be provided for as close to their work as possible. The Industrial Garden City is the ideal all should strive for. The only way in which our great congested cities may themselves become in the far future garden cities is to relieve their congestion by the erection of a ring of industrial towns around them; but these cannot provide for the immediate needs of the great mass of city workers. I am therefore not at one with those who hold that on no account should the worker be asked to live in a tenement building. From my personal experience I can state that a tenement building may be a very delightful place of residence. It depends entirely upon the planning.

In every part of Rome, people of all classes dwell in tenement or apartment houses—houses divided into a series of flats. The sacredness of the home is not violated by reaching it from a staircase landing any more than if the entrance were off the public street. The individual detached home is very rare indeed here, and in carrying out their housing schemes it is not to be wondered at that these schemes are in accord with the traditions of the country. That tradition leads to the arrangement of a series of houses around a garden, just as the old palaces had their rooms round an interior court, or series of courts, which could be, and often were, of great beauty, enriched by trees, shrubs, flowers and statuary. The interior courtyards of some of the new blocks of houses I have visited were well laid out and planted, and some had a central fountain continually playing. The effect was very good indeed, the courtyard forming a veritable oasis among the busy crowded streets around it.

There are two Commissions or Institutes who are carrying out the work of providing better homes for the people, "L'Istituto Romano di Beni Stabili," a private building society formed, as are the Public Utility Societies of England, for carrying out housing schemes with a limited percentage of profit: the other, the "Istituto per le Case Popolari in Roma." Both receive municipal support and assistance.

The first, "Beni Stabili," has devoted its energies chiefly to purchasing and converting houses which were built in 1884-8 as middle-class houses. These, owing to the lack of proper conveniences in planning and equipment, were not occupied by the class for which they were intended, but were crowded by the



working classes, for which they were equally unsuited. This Institute has now no less than three hundred blocks of dwellings under its control. It started by building new blocks of dwellings for the manual workers in order to leave free the existing buildings for alterations. In many cases portions of the blocks were removed so that interior courtyards might be formed: thus providing better light and air. The rooms were rearranged to form convenient sets of apartments, much as is being done by the London Housing Board in the houses built for the middle classes in and around London. But "l'Istituto" has gone much further in that it has established a crèche and kindergarten school in the centre of each block, with bathrooms, and a special garden for the children's use. The control of the kindergarten is under the able direction of Dr. Prof. Maria Montessori. A dispensary is provided, and a doctor attends two hours each day. Children over six years of age go to the public school of the district, but for their use there is in each block a well-equipped school of domestic instruction in charge of capable instructors. A central kitchen was also equipped in the early buildings, but it was found to be "too far from the habits of the people to be readily adopted." An annual prize is offered of one month's rent to the best tenant in each block. The best tenant is considered to be the one who not only keeps her apartment the cleanest, but assists the directors in every way to maintain a proper standard of living, and who assists them in the education of her children. This Institute has also converted existing houses into suitable dwellings for the middle classes, and built several well-planned new blocks having every modern convenience and comfort.

The Istituto per le Case Popolari is an institution corresponding to our "boards." It is set up for the purpose of building homes for the manual workers. They work under an Act giving power to the municipalities throughout Italy to contribute to the funds and to provide land for such buildings. Each municipality is responsible for carrying out the work in its own city. I could not learn that any serious attempt was being made in Naples, but here, as also in Florence and Milan, very earnest and very successful efforts are being made. In Rome the work is under the able direction of the Director Ing. Cav. Uff. Innocenzo Constantini, to whose kindness I am indebted (as well as to the General Director of the "Istituto Romano di Beni Stabili") for complete sets of plans and full information about the work in hand and all proposed schemes. These show that the Institute is in favour, where possible, of separate houses in accord with garden city ideas, and many excellent designs for such homes exist, to be built as in England in blocks of four to six, each having its separate entrance. These designs are excellent in every way, and by judicious arrangement of the necessary features, and the use of varied materials, a very artistic effect is produced. They have nothing to differentiate them from the homes of the well-to-do

except that they have only three or four rooms, most conveniently planned, and often there are spacious piazzas and balconies. These homes are for future development. The first care of the Institute is to provide comfortable homes for the city dwellers, and large blocks of these have been erected in various quarters of the city. The largest scheme is on the Aventine Hill, commanding a beautiful view over the Campagna.

The rents are very moderate. For two rooms and kitchen it is L27 to 30 a month. For three rooms and kitchen, L45; and the monthly income of those who occupy them varies from L250 to L300. Thus, at present, the proportion of rent to income varies from nearly one-sixth to nearly one-ninth. This is the ideal we are striving for.

In the Quartiere Testaccio there are seventeen blocks of buildings, each providing for 123 families. In these blocks there are thirty apartments of one room and kitchen, fifty-three of two rooms and kitchen, and forty of three rooms and kitchen. All the educational and medical services are included in the above rents. The design and general arrangement of these blocks are excellent, and here again there is nothing to distinguish them from the homes of the commercial and other classes. The courtyards are extensive and well laid out and planted. Provision is made for a children's playground on the flat roof, where is also provided a suitable drying-ground. It is not allowed to hang washing from the windows, so that the blocks of dwellings, as also those of the Beni Stabili, are at once distinguished from others by their general tidiness and cleanliness; a marked contrast, indeed, to the majority of the homes of the Italian workers.

An attempt has been made, but only in a half-hearted way, to combine industry with housing, by providing workshops in the basement of the building, and my criticism of an otherwise excellent scheme is that there should be far greater provision for work being carried out either in the basement of the blocks, or in special workshops adjoining them, and that each block should have a shopping store run by the Directorate, where all the necessities of life could be obtained at the lowest rates. A store for one hundred and twenty-three families, which means at least four hundred people, would certainly be justified.

The buildings are being erected in a substantial and workmanlike manner under a very interesting system. There are no building contractors, but every branch of work is let to the workers themselves as represented by their Unions. Sig. Constantini informed me that so far he is very well pleased with the experiment. The work is not done any more cheaply than if carried out in the ordinary manner, as the primary object of the Institute is not so much to effect a saving as to encourage the men to take a genuine interest in their work, while the object of the Unions is to enable their members to carry out work in a co-operative manner, and thus be freed from the wage system. Just before leaving London, a similar system was advocated by the

Manchester Unions, and was being acclaimed by some of the leaders of the Labour Party in London as a revelation—as a perfectly new movement full of hope for the manual workers of England. No mention was made of the fact that in Rome the system is already fully developed and on its trial.

As far as can be judged at present, it will achieve all that is hoped for. Very interesting, too, is the fact that there are many blocks of dwellings and some groups of individual homes which have been erected on the co-operative principle by those engaged in a particular branch of Government work, such as the railway, the tramway, post and telegraph, etc. To these groups of workers the Government loaned a large proportion of the required funds at the very low rate of interest of 2 per cent.

It is not, perhaps, advisable that workers in any industry should be thus grouped together, or even that groups of dwellings for manual workers should be kept apart. The aim of garden city and garden suburb advocates is, that in every part of the city or suburb there shall be members of all classes so that varied interests and varied activities shall add to the enjoyment of all. Still, the schemes here being carried out show an earnest desire on the part of the Government to better the conditions of manual and other workers, and to create a new Rome, a Rome which shall once again rise above the flood of troubles which surround her, and thus maintain her right to the title her long history has given her—the right to be called "The Eternal City."

---

## CORRESPONDENCE.

### Classic Greek Design.

48, Blenheim Crescent, W.11.  
8th June 1920.

To the Editor, JOURNAL R.I.B.A.,—

SIR,—In reply to Mr. Hambidge's remarks published in the last number of the JOURNAL, may I be allowed to disclaim any intention of raising a personal issue in my letter of March 31st? Mr. Hambidge takes offence at my use of the word "propaganda" with reference to his activities, but I can assure him that the word was used quite innocently to describe a perfectly legitimate method of expounding a philosophy, and it had none of the sinister significance which he attributes to it. Of the circumstances connected with the publication of his book on *Greek Pottery* I was entirely ignorant. Of course, I must plead guilty to the pun. I ought certainly to have known better, being quite familiar with Lewis Carroll's verse:

The good and great must ever shun  
That reckless and abandoned one  
Who stoops to perpetrate a pun!

Mr. Hambidge's contention that the terms "dynamic" and "static" apply to symmetry and not to mathematics does not dispose of the criticism which

has been directed against his theory. Unfortunately his "symmetry" is expressed in terms of mathematics, and if the mathematics is trivial, as Mr. Hambidge admits it to be, then some of the triviality which is inherent in it will also be reflected in his idea of symmetry.

Admitting that the principles of design should have an intimate relation with the principles which govern the growth of animal and vegetable life, we are not compelled to interpret this relation in a mathematical manner. But if we bring number into the computation at all, then we are not at liberty to take one or two square roots and argue that any part of animate nature is explicable in terms of these. All the mathematics which is yet known would be insufficient to enable us to define the shape of a shell or a leaf, for each of these is a little universe in itself. When Mr. Hambidge contends that he can determine these natural forms by reference to  $\sqrt{5}$ , it can only have the effect of making mathematics unpopular among those artists who have an appreciation of the subtleties of design. It must be pointed out, however, that a few ill-sorted fragments of arithmetic do not constitute mathematics, and that mathematicians are not to blame for a very crude simplification of a complex problem.

I was much interested in Mr. P. W. Hubbard's letter in the JOURNAL of April 24th. I am in agreement with him that if the proportions of Greek Architecture are simple functions of a surd, that is a fact deserving of a notice, but it can hardly be described as a merit in such architecture. On the contrary, it would be a defect which one would be sorry to find in a style of building which has so many claims to one's unstinted admiration.

I must conclude by thanking Mr. George Hubbard for his intervention on my behalf. His very witty remarks seemed to me to be strictly apposite to the question of "dynamic" symmetry.—Yours faithfully,  
A. TRYSTAN EDWARDS, M.A. [A.].

---

### Increasing the Accommodation of Existing Small Houses [pp. 350-2].

To the Editor, JOURNAL R.I.B.A.,—

SIR,—I think that Mr. Munby has forgotten one or two points in his letter on this subject. Most of the houses of the kind illustrated are constructed with external walls only one brick thick, and the additional storey would necessitate the walls being thickened to a brick and a half on the ground and first-floors.

The slope of the mansard roof must not be greater than 75 degrees, and the altered building would require a means of escape from the upper storey under Section 12 of the 1905 Act. Such an alteration would not, therefore, be a good investment.—Yours faithfully,

HENRY LOVEGROVE [A.].

---



9 CONDUIT STREET, REGENT STREET, W., 12th June 1920.

## CHRONICLE.

### Increase of Subscriptions.

The Special General Meeting summoned for Monday 7th June was duly held, and the Resolution of the 10th May deciding that an addition of one guinea be made to all entrance fees and subscriptions of Members and contributions of Licentiates was confirmed unanimously [see MINUTES, p. 391]. The Resolution involves alterations in By-law 17, and application is being made to the Privy Council to sanction the revision.

### The Institute's Tribute to the late Jean Louis Pascal.

At the General Meeting of the Institute last Monday, formal announcement was made to the members of the death of M. Jean Louis Pascal, *Hon. Corresponding Member* (1903), *Royal Gold Medallist* (1914), and on the motion of the Hon. Secretary, Mr. Arthur Keen, the following resolution was passed:—

RESOLVED, That this Institute has learned with profound sorrow of the death of its illustrious and most esteemed Corresponding Member, Jean Louis Pascal, Membre de l'Institut de France, Royal Gold Medallist, and desires to place upon record its admiration for his achievements as an architect and as a teacher of architecture, and its respect for his distinguished qualities of mind and character. Further, that an expression of the Royal Institute's sympathy and condolence be conveyed to his near relatives; and that a sympathetic message be also forwarded to the Institut de France, the Société Centrale des Architectes Français, and the Société des Architectes diplômés par le Gouvernement, condoling with them on the loss of their eminent colleague.

Members signified their assent to the motion by simultaneously rising from their seats and standing in silence.

### Prizes and Studentships, 1921-22.

The pamphlet giving particulars of the Prizes and Studentships offered by the Royal Institute for 1921 and 1922 is now ready and may be obtained at the Institute, price sixpence. Important changes are to be noted in the programme, some of the more valuable prizes being offered now in alternate years, instead of annually, as hitherto. The alternate years' prizes are the Measured Drawings Medal (with £50), the Soane Medallion (with £150), the Pugin Medal (with £75), the Godwin Medal (with £130), and the Tite Certificate (with £100). The Measured Drawings, the Godwin and the Tite are given next year; the Soane and Pugin in 1922. The following are brief particulars of next year's list:—

THE ESSAY MEDAL AND TWENTY-FIVE GUINEAS, open to British subjects under the age of forty years, will be awarded for the best Essay on a subject of architectural interest, which may be chosen by each competitor for himself. Competitors are expected to make a useful contribution to knowledge by accurate research, so that the Essays can be accepted as authoritative statements on the subjects dealt with. Candidates in the Final Examination competing for this Prize may submit their Essay as the thesis required under the Revised Syllabus.

THE MEASURED DRAWINGS MEDAL AND £50, open to British subjects under the age of thirty years, will be awarded for the best Measured Drawings made by the competitor of any important building—Classical or Mediaeval—in the United Kingdom or abroad.

THE GODWIN BURSARY AND WIMPERIS BEQUEST (A SILVER MEDAL AND £135), for the study of Modern Architecture Abroad, and open to British subjects without limitation as to age, will be awarded for the best selection of practical working drawings (the competitor's own work), or other evidence of special practical knowledge, and testimonials. The winner is required to spend at least five weeks abroad in the investigation of modern planning and modes of construction, drainage, water supply, ventilation, and other sanitary arrangements, and must, before the 31st December 1921, deliver to the Council an illustrated descriptive report of his researches.

THE OWEN JONES STUDENTSHIP (CERTIFICATE AND £100), founded for the encouragement of the study of Architecture, more particularly in respect to Ornament and Coloured Decoration, and open to members of the profession under the age of thirty-five years. Candidates must submit testimonials, with drawings, some of which must be from existing buildings and from other examples, exhibiting their acquaintance with colour decoration and with the leading subjects treated of in Owen Jones's *Grammar of Ornament*, together with an original architectural design treated in colour decoration. The winner has to devote a tour of at least six months' duration to the improvement and cultivation of his knowledge of the successful application of colour as a means of architectural expression, and during his tour must prepare a drawing of a subject in coloured decoration for presentation to the Institute.

THE TITE PRIZE (CERTIFICATE AND £100), open to British subjects under the age of thirty years, will be awarded for the best Design for an Italian Villa, inspired by Pliny's description in his letter to Gallus [the description is given in full in the pamphlet]. The winner is required, within two years after receiving the Certificate, to study in Italy for at least eight weeks, and give satisfactory evidence of his studies there in the form of measured drawings and sketches.

THE HENRY SAXON SNELL PRIZE (£50), founded for the encouragement of the study of the improved design and construction of Hospitals, of Convalescent Homes, and of

Asylums for the Aged and Infirm Poor, will be awarded to any member of the Architectural Profession (who may associate with himself any member of the Medical Profession) who produces the best Design for an Asylum for 200 Aged and Infirm Poor. The successful candidate will be required to spend not less than four weeks in a tour, either in the United Kingdom or abroad, to study, examine, and report on the type of building for which he has won the prize.

THE HENRY JARVIS STUDENTSHIP, value £250 a year, tenable for two years at the new British School at Rome. Candidates must be British subjects and under the age of thirty at the date of entry for the Final Competition, and must be either Associates or registered Students of the Royal Institute. The competitions will be held in conjunction with those for the Scholarship (tenable for three years at the British School at Rome) offered by the Commissioners for the Exhibition of 1851, and will be conducted under the direction of the Faculty of Architecture of the British School at Rome.

THE GRISSELL PRIZE (GOLD MEDAL AND £50), for the encouragement of the study of Construction, open to British subjects in practice not more than ten years, will be awarded to the competitor who produces the best design for a Kinema Theatre to seat 1,000 persons.

THE ARTHUR CATES PRIZE (£30), founded for the promotion of the study of Architecture more especially in relation to the application of geometry to vaulting, will be awarded to a British subject who has passed the Final Examination at one sitting and shall submit studies of Classical or Renaissance and Mediaeval Architecture and detailed studies of the application of geometry to vaulting and stability of edifice.

THE ASHPITEL PRIZE (BOOKS VALUE £10), founded for the encouragement of the study of Architecture, will be awarded to the candidate who has distinguished himself the most highly in the Final Examinations, 1920.

The following Prizes will be offered in 1922:—

THE SOANE MEDALLION AND £150, for a Design for a Convocation Hall.

THE PUGIN TRAVELLING STUDENTSHIP (SILVER MEDAL AND £75).

#### The Annual Elections: Scrutineers' Reports.

The results of the Annual Elections are recorded in the subjoined Reports of the Scrutineers, which were read at the General Meeting on Monday, 7th June.

The Scrutineers appointed to count the votes for the election of the Council and Standing Committees for the Session 1920-21 beg to report as follows:—812 envelopes were received—310 from Fellows, 498 from Associates, and 4 from Hon. Associates. The result of the election is as follows:—

PRESIDENT.—John W. Simpson (unopposed).

PAST PRESIDENTS.—Sir Reginald Blomfield, R.A., Litt. D.; Henry Thomas Hare (unopposed).

VICE-PRESIDENTS.—*Elected*: Edward Guy Dawber, 628 votes; Walter Cave, 588; Alfred William Stephens Cross, 583; Stanley Davenport Adshead, 512.—*Not Elected*: Herbert Duncan Searles-Wood, 425.

HON. SECRETARY.—Arthur Keen (unopposed).

REPRESENTATIVE OF THE ARCHITECTURAL ASSOCIATION. Giles Gilbert Scott, A.R.A. (unopposed).

MEMBERS OF COUNCIL: FELLOWS.—*Elected*: Robert Atkinson, 640 votes; Paul Waterhouse, 637; Maurice E. Webb, 623; Major Harry Barnes, M.P., 616; Edwin Stanley Hall, 606; Sir Edwin Landseer Lutyens, R.A., 601; Henry Vaughan Lanchester, 599; William Curtis Green, 592; James Glen Sivewright Gibson, 574; George Hubbard, 560; Sydney Perks, 541; Thomas Geoffrey Lucas, 519; Henry Philip Burke Downing, 503; William Edward Riley, 496; Sir Banister Flight Fletcher, 473; Henry Martineau Fletcher, 472; Emanuel Vincent Harris, 446; Max Clarke, 442.—*Not Elected*: William Wood-

ward, 430; George Topham Forrest, 410; Charles Lovett Gill, 355; Sir Charles Tamlin Ruthen, 336; Delissa Joseph, 321; Percival Maurice Fraser, 307; W. Henry White, 302.

ASSOCIATE-MEMBERS OF COUNCIL.—*Elected*: William Godfrey Newton, 535 votes; Stanley Hinge Hamp, 473; Leslie Patrick Abercrombie, 454; Horace William Cubitt, 418; Digby Lewis Solomon, 358; James Stockdale Harrison, 340.—*Not Elected*: Lionel Bailey Budden, 328; Arthur William Sheppard, 312; Leonard Rome Guthrie, 305; Leonard Holcombe Bucknell, 263; Herbert Arthur Welch, 263; Robert Lowry, 198.

REPRESENTATIVES OF ALLIED SOCIETIES.—Herbert Tudor Buckland (Birmingham); Charles Septimus Errington (Newcastle); Charles Burrows Flockton (Sheffield); John Alfred Gotch (Northampton); Arthur William Hennings (Manchester); Llewellyn Kitchen (York); Thomas Taliesin Rees (Liverpool); George Watt (Aberdeen); William B. Whitie (Glasgow) (unopposed).

HON. AUDITORS.—Harold Goslett [F.]; Charles Edward Hutchinson [A.] (unopposed).

804 voting papers received.

Scrutineers.—Arthur Bartlett, R. Stephen Ayling, P. W. Hubbard, E. A. Young, Theodore Fyfe, F. J. Toop, Charles Woodward, J. Maclaren Ross, Henry A. Saul, Sydney Tatchell, Francis Hooper (Chairman).

ART STANDING COMMITTEE: FELLOWS.—*Elected*: Ernest Newton, R.A., 671 votes; Walter Cave, 623; John Alfred Gotch, 599; Sidney Kyffin Greenslade, 596; William Adam Forsyth, 564; Frederick Moore Simpson, 562; Maurice Everett Webb, 544; John James Joass, 509; Henry Philip Burke Downing, 505; Walter Tapper, 484.—*Not Elected*: Alfred Cox, 449; Basil Oliver, 303; Philip Henry Tree, 292.

ASSOCIATES.—*Elected*: James Black Fulton, 570 votes; Percy Wells Lovell, 535; William Robert Davidge, 470; Hubert Springford East, 469; Leonard Rome Guthrie, 466; Edwin Gunn, 451.—*Not Elected*: William Arthur Webb, 435; John Ernest Newberry, 383; Lawrence Alexander David Shiner, 168.

Scrutineers.—I. B. Pite, R. M. Pigott, Campbell Reid, Francis Hooper (Chairman).

LITERATURE STANDING COMMITTEE: FELLOWS.—*Elected*: William Henry Ward, 654 votes; Edward Guy Dawber, 624; Percy Leslie Waterhouse, 618; Henry Martineau Fletcher, 609; Hubert Christian Corlette, 593; Henry Heathcote Statham, 556; Herbert Austen Hall, 549; Charles Harrison Townsend, 547; Martin Shaw Briggs, 520; Louis Ambler, 513.—*Not Elected*: David Theodore Fyfe, 474; Stanley Churchill Ramsey, 419.

ASSOCIATES.—*Elected*: John Hubert Worthington, 593 votes; John Alan Slater, 592; Arthur Trystan Edwards, 553; Arthur Hamilton Moberly, 543; Harold Chalton Bradshaw, 400; Herbert Passmore, 387.—*Not Elected*: Frederick Robert Hiorns, 328; Charles Edward Sayer, 255; Leo Sylvester Sullivan, 241.

Scrutineers.—J. H. Shearer, T. Hansford White, Francis Hooper (Chairman).

PRACTICE STANDING COMMITTEE: FELLOWS.—*Elected*: Alfred William Stephens Cross, 580 votes; Sydney Perks, 543; John Slater, 543; William Gillbee Scott, 500; William Woodward, 496; Max Clarke, 488; William George Hunt, 442; Henry Victor Ashley, 441; Francis William Troup, 415; W. Henry White, 393.—*Not Elected*: Herbert Arnold Satchell, 392; Delissa Joseph, 374; Frederick Chatterton, 337; Frederick Atkinson Powell, 317; Harold Goslett, 217.

ASSOCIATES.—*Elected*: Horace William Cubitt, 636 votes; Harry Valentine Milnes Emerson, 569; Charles Edward Hutchinson, 560; Charles McLachlan, 520; Herbert Haylock Golding, 500; Kensington Gammell, 488.—*Not Elected*: Herbert Arthur Welch, 487.

Scrutineers.—Michael Tapper, Harold I. Merriman, J. A. Cheston, Frank T. Dear, Francis Hooper (Chairman).



SCIENCE STANDING COMMITTEE : FELLOWS.—Stanley Davenport Adshead; James Ernest Franck; George Hornblower; George Hubbard; Alan Edward Munby; Henry Albert Saul; Herbert Duncan Searles-Wood (unopposed).

ASSOCIATES. — Charles Archibald Daubney; Philip Waddington Hubbard; John Hatton Markham; Herbert Shepherd; Digby Lewis Solomon; Theodore Francis Hansford White (unopposed).

753 voting papers received.

**An Offer from the A.I.A. Committee on Foreign Building Co-operation.**

The President has received the following letter from Mr. Charles Butler, Chairman of the American Institute of Architects' Committee on Foreign Building Co-operation :—

28th April 1920.

MY DEAR MR. SIMPSON,—As Chairman of the Committee on Foreign Building Co-operation of the American Institute of Architects, I take pleasure in tendering to you the services of our Committee.

We have for some months been in touch with our French colleagues and have been able to procure for them information of various sorts, together with plans of certain types of buildings which they desired, and we should greatly appreciate it if we could perform any similar service for our confrères in Great Britain.

I do not know whether any of the members of the Institute will be in London this summer, but at our coming Convention I shall urge those who expect to be over to make a point of calling upon you and establishing informal contact, at least. I have just received word of the appointment of my associate, Mr. Robert D. Kohn, past President of the New York Chapter, A.I.A., as representative of New York State at the International Housing Conference to be held in London early in June. Mr. Kohn is now trying to arrange his affairs to permit of his accepting the appointment, and I need not tell you that, if he is able to go to London, he will most certainly call upon you. During the war Mr. Kohn served as Chief of the Housing Division of the United States Shipping Board, and his knowledge of and interest in housing matters makes him especially anxious to visit England at this time, and I know that no one can more worthily represent the State of New York and the American Institute.

I personally expect to be in France during the summer, but I do not believe that I shall be able to get to London, though I shall make every effort to do so.

With kind regards, I am, yours sincerely,

CHARLES BUTLER, *Chairman.*

Sir Reginald Blomfield, Litt.D. Liverpool.

It is of interest to record in the JOURNAL the following speech delivered by the Professor of Literature at Liverpool University on the occasion recently of the Presentation of Sir Reginald Blomfield for the Degree of Doctor of Letters :—

Sir Reginald Blomfield, Master of Arts, Member of the Royal Academy, and sometime President of the Royal Institute of British Architects, is the accepted

historian of the architecture of our English Renaissance, and has been foremost in the revival of that noble and native style. London, with many other cities and towns, and with many a countryside, is adorned by the original work of this student of Inigo Jones and Christopher Wren, the masters whom his learned and sensitive scholarship has shown in their true scale, and whose shades must claim him as a worthy follower. He has also recorded the beautiful patterns of the English formal garden; and on the architecture of the French Renaissance he is equally an authority. The Cross of his designing that stands as a War Memorial to the British Dead will be the care of many generations. It is well that this University, with its living School of Architecture, which has profited by Sir Reginald Blomfield's counsel and influence, and by his gift as an organiser of teaching, should be the first to offer its highest honour to this accomplished and masculine artist; and that the award should be approved by the city whose pride is this hall, designed by Harvey Lonsdale Elmes.—In the name of the Senate and Council I present to you Reginald Blomfield for the degree of Doctor of Letters, *honoris causa*, of this University.

**The Guild of Builders (London), Limited.**

The Preliminary Prospectus has been received of the Guild of Builders (London), Limited, which is issued by the National Federation of Building Trade Operatives (London District Council) in the form of a pamphlet entitled "An Industry cleared for Action." A covering letter from the Secretary of the Federation says that the prospectus is offered as a real contribution towards the establishment of the great system of National Guilds that is destined, before many years are over, to revolutionise completely the motives and control of industry. The National development of the scheme is to be presented to the Building Trades' Parliament next August for serious investigation and discussion by the representative assembly of the industry. The promoters admit that the prospectus is indefinite and incomplete, and state that it is designedly so, that they have done no more than sketch the broad foundations upon which the superstructure of the new industry will be built up by the men who offer themselves for Guild service. The following extracts from the pamphlet will give an idea of the scheme :—

A Guild in its full development means a whole industry cleared for action, with all sections united for a common purpose—with a new incentive, the organised service of the community, instead of the attainment of profits.

The Guild of Builders boldly challenges the industrial traditions of a century, and makes its appeal solely to the best instincts and creative impulses of men. For it is the first industrial organisation in history that is set up to *give* service rather than to *get* it. Every word that Ruskin or Mazzini uttered on the claims of Duty and the joy of self-expression in free service, finds its echo here. . . . It stands on a different plane from all other industrial systems, whether controlled by the State, by municipalities,



or by consumers. They are the organisation of *Rights*. Guilds are the organisation of *Duties*. . . .

The Trade Union Ticket is the certificate of Guild membership. Every member of every branch of the National Federation of Building Trade Operatives and of every other approved group of Building Trade Workers in the district is a Guildsman, and has a vote in the election of the Guild Committee. This, in turn, will ultimately form a part of the National Guild of Builders, a great industrial combine for the public service, with full democratic control by all the workers by hand or brain engaged in that service.

The Guild Committee will consist of representatives of (a) the trade unions affiliated to the District Section of the National Federation of Building Trade Operatives; (b) any other trade unions or groups of building trade workers within the district, whether administrative, technical, clerical or operative, that may be approved by the Committee. Each trade union or approved group will elect one member. Each of these members on election will take up a One Shilling share in a Society registered under the Industrial and Provident Societies Acts and entitled "The Guild of Builders (London), Ltd." He will also deposit with his electors a signed, open transfer, thus giving them power to replace him. The Guild Committee thus becomes a legal entity with power to enter into contracts, and yet the whole of its members are under the control of the industrial democracy they represent.

The first and immediate duty of the Guild is to mobilise the necessary labour to build the houses so urgently needed by the nation, and to build them in the best possible manner at the lowest possible cost. The objects are: (1) To carry on the industry of builders, decorators and general contractors; (2) To undertake all branches of supply, whether as merchant, manufacturer or transporter; (3) To carry on any other work which the Society may think necessary or desirable in connection with the above objects. From this it will be seen that the Guild is designed ultimately to undertake every branch of the building industry and to provide its customers with the services of skilled architects and engineers, to purchase and manufacture the materials, to transport them to the site, erect the buildings—and even, perhaps, to furnish them.

The Guild Committee will be responsible for the appointment and removal of managers and for the fixing of their salaries.

The labour of Guildsmen will no longer be regarded as a commodity, like bricks or timber, to be purchased, or not, as required. As soon as it can be arranged, the Guildsman will be "on the strength" for life. He will draw Guild pay in sickness or accident, in bad weather or in good, at work or in reserve.

The minimum Guild pay will always be the full standard rate as fixed for the industry as a whole, but there is no doubt that the Guild will be able to increase the purchasing power of its members' pay by the scientific organisation of production.

The Guild will undertake work for every type of building owner, whether public or private. It will build for agreed prices or for prime cost plus a fee. But in every contract the price or the fee must include the percentage necessary to secure during its run, to all engaged thereon, the continuous Guild pay described in the last paragraph. Beyond this there will be a small percentage for the purchase of plant, for overhead charges, and, if necessary, for the hire of capital, at fixed rates, without powers of control.

Surplus earnings will under no circumstances be distributed as dividends. They will always be used for the improvement of the service, by providing for increased equipment, for reserve, for technical training and research, and for the elimination of hired capital.

It is intended that all plant and material shall be transferred to the properly constituted authority to be set up in connection with the National Guild of Builders.

The Guild stands for the revival of the Building Art. It

will offer scope to the craftsman such as he has never dared to hope for. It opens out possibilities of service to the skilled administrators and technicians that the old system could not possibly provide. And it gives them all a new status as free men working in a democratic comradeship of service.

The Guild will give no financial guarantee for the performance of its contracts. It pledges itself to carry out the work that it undertakes, and it supports this with a roll of volunteers pledged to do the work.

The *Guild Journal* is an essential feature of the scheme. It will keep all the Guildsmen informed as to the progress of the movement. It will follow closely the proceedings of the Building Trades' Parliament, before which the Guild proposals will be frequently debated. It will illustrate the buildings erected by the Guild, describe new methods and new processes, circulate statistics, publish correspondence, and, above all, it will be recognised and read by the public as the official organ of the New Industrial Democracy.

Forms to be filled up by volunteers for Guild service accompany the prospectus, and offers of service are invited from every grade of building trade worker, administrative, technical or operative.

#### The State and the Building Guilds.

The following statement has been issued by the Ministry of Health:—

The attitude of the Ministry of Health towards the Building Guild principle has from the start been one of sympathy; but several difficulties of detail presented themselves for solution before the Ministry could feel fully justified in approving it. The guilds' position in reference to the purchase of materials, for example, was not clearly defined. The Co-operative Wholesale Society, however, have now agreed to give the guilds the assistance of their extensive organisation, and it is hoped that a satisfactory arrangement may be reached.

There was some difficulty also as to the form of remuneration to be received by the guilds for their work. At first they adopted the proposal of remuneration by a simple percentage on the cost of the work done, not fully realising certain disadvantages of this method which are not removed by the fact that the guilds, while proposing to confer on their members the benefit of continuous employment and payment, do not intend any distribution in the nature of bonus or profit. Under such a system of simple percentage payment on cost it might easily happen, in connection with a scheme well and economically managed, that there would be an inadequate fund for this purpose; and that, in another scheme which was less carefully conducted, with consequent high costs, the fund was more than sufficient. Both results would be unsatisfactory. The Ministry desired that the amount which was to go as remuneration or extra benefit to labour should be a fixed sum per house; a plan which would secure that the benefit would be at least a little in favour of the well-managed, economical schemes.

The portion of the percentage which, under the proposal, was allotted to cover costs of management, plant, insurance, and other overhead charges and any surplus, which by the rules of the guild is not to be distributed in benefits, but is to be used solely to improve the plant and services of the guild, is not subject to the same objection, and the Ministry are willing to accept a percentage basis for this for the present, though experience may show some simpler way of dealing with this also. The question of obtaining from the guilds some definite estimate of costs and some suitable guarantee, so far as circumstances now permit, that the work would be carried out to estimate, also needed settlement.

Several conferences have recently been held between representatives of the guilds and officers of the Ministry of

Health with a view to arriving at a satisfactory working basis. The promoters of the Manchester organisation, on learning the Ministry's views, proved quite ready to agree to certain modifications of their proposals. An agreement has now been reached, and it is of importance as illustrating principles which may prove capable of more extended application.

The guild have agreed to give a definite estimate of cost for each type of house. This estimate must be regarded as reasonable by both the parties concerned—the guild and the local authority—and must be approved by the Ministry. The guild's remuneration will be by a lump sum of £40 per house—to provide for a full-time week (regardless of weather) for those employed on the contract and for other purposes of the guild. A further allowance of 6 per cent. on the prime cost of the house will be made to cover the cost of plant and other overhead charges, such as salaries of buyers, supervisors, and others who are not wholly employed on the building site.

In the event of the actual cost of a house proving less than the estimated cost, the actual cost only, plus the £40 and the 6 per cent. overhead charges, will be paid by the local authority. The guild recognise and agree that in any case the 6 per cent. for overhead charges should not be paid on any increase in the cost of materials taking place during the progress of the work, although for the purpose of determining whether the estimate has been exceeded or not, fluctuations in the standard rates of labour and prices of materials will be allowed for.

If the actual cost should prove to be more than the estimated cost, after the usual allowance for the fluctuation in wages rates and prices, the guild will receive the £40 as above, but the 6 per cent. will not be payable on the amount of the extra cost.

The agreement provides also that the Co-operative Wholesale Society may be associated in the contract for the purchase of materials. The contract must include a break clause allowing the contract to be broken after three months if the costs should exceed the estimate by more than any increase that has occurred in the meantime in the rates of wages and in the standard cost of materials. The Co-operative Wholesale Society, on being satisfied with the contract, will insure the local authority against loss under the contract for an insurance premium of one-eighth per cent., 2s. 6d. per £100. The guild are in agreement with the Ministry that a proper costing system shall be adopted.

#### Royal Engineers' War Memorial.

A Special Committee, representing all branches of the Corps of Royal Engineers, including Territorials and New Armies, which was appointed soon after the Armistice to draw up a scheme for the Royal Engineers' War Memorial, has decided that a proposal, now under consideration by H.M. Office of Works, to allot four sites on the Mall, opposite Marlborough Gate, for War Memorials, affords the most satisfactory solution for the monumental side of the Royal Engineers' Memorial. One of these sites has accordingly been applied for, and, if they become available, the four sites would be treated in one comprehensive architectural scheme. It is understood that the Cavalry, the Royal Artillery and the Guards are considering the question of taking up the remaining three sites. Should the Mall scheme fall through, a memorial would be erected on a War Department site at the corps headquarters at Chatham, near the Crimean and South African Memorial arches. In this case competitive designs will be invited, with Sir Reginald Blomfield, R.A., as assessor. Permission has been obtained to instal the Royal Engineers' Roll of Honour in the N.W. Chapel of St. Paul's Cathedral, where the National Memorial to Lord Kitchener is to be placed.

The chapel will be known as the "Kitchener Chapel," and it is intended to provide an ex-R.E. custodian to facilitate inspection of the Roll.

The balance of the subscriptions to the Memorial will be devoted to giving educational assistance to the dependents of those killed or incapacitated in the war, the capital and interest thereon being utilised and the expenditure spread over a period of eighteen years. Small scholarships will be granted to help sons and daughters of the men to go on to technical and secondary schools; also to help sons and daughters of those who in pre-war days would have sent their children to a public school or similar institution.

The President of the Institute has received a letter from Lieut.-General Ronald C. Maxwell, chairman of the R.E. War Memorial Committee, stating that, so far, the total subscriptions amount only to some £32,000. The Mall monument will cost at least £15,000, and the Roll of Honour in St. Paul's £1,000, leaving but £16,000 for education. A large proportion of officers and men had returned to civil life before any appeal to subscribe could reach them, and it has been possible to get into touch with only a very few since. General Maxwell therefore asks the aid of the Institute in bringing the matter to the knowledge of ex-R.E. architects in order that they may have an opportunity of co-operating by subscribing to the memorial and by spreading the information to all ex-Royal Engineers and relatives of the deceased with whom they may be in contact. General Maxwell emphasises the fact that this is in no sense a memorial to regulars only. Benefits, scholarships, etc., will be distributed to all alike—Regulars, Special Reserve, Territorials and New Armies, and to all branches of the corps, including transportation, signals, and all special companies raised for the varied duties allotted to the Engineers in the war. Subscriptions should be sent to the Secretary, R.E. War Memorial, R.E. Institute, Chatham.

#### Professional Problems before the American Institute.

The Post-War Committee on Architectural Practice which was formed by the American Institute of Architects for the purpose of setting up a Committee which could function independently of the Institute in order that representatives of the entire profession, including all architectural organisations, might be invited to participate, has presented its report to the annual convention of the American Institute just recently held. The Committee's object has been to encourage a more comprehensive organisation of the entire profession and clear the atmosphere of uncertainty and misunderstanding as to what the term "architect" implies and what responsibilities attach to the practice of the profession; to recognise that the problems of the profession are largely social problems affected sympathetically by rapidly changing social and economic conditions; to impress upon architects their obligations as professional men to society, and to bring about a clearer understanding of the relationships that should or do exist between the architect and those whom he may serve, those with whom he collaborates and all others who render a professional service. The Committee summarises its definite accomplishments as follows:—

(a) Have received and tabulated under subject headings a mass of opinion, suggestion and criticism from individuals and societies bearing on various phases of the problems confronting the Architectural Profession. Lack of funds has prevented the general distribution of a digest of this material.

(b) Have established a point of contact and machinery for co-operation between the Architects and Engineering Council.

(c) Have established a definite basis for co-operation between Organised Labour, Building Contractors, and Engineers. This probably being the opening wedge to a broader co-operation and more sympathetic understanding between these great elements in the Building Industry.

(d) Have laid the foundation for a closer association with the Building Industry through participation in the Conference of the National Federation of Construction Industries.

(e) Have placed an argument for Registration of Architects, together with practical data on Registration Laws—mode of procedure to secure such laws, etc.—in the hands of individuals and organisations in practically every State in the Union.

(f) Have placed the question of the organisation of State Societies, together with an outline of the experiences of States having such Societies, and also a form of Constitution and By-Laws, in practically every State in the Union, through the membership of the Post-War Committee.

(g) Have probably started a larger body of Architects thinking concurrently along formulated lines of study than ever before.

(h) Have developed a form of organisation that has many features to recommend it as a workable machine for carrying on educational effort of national scope.

(i) Have developed through the effort of the special Post-War Committee of the Washington State Chapter a chart indicating desirable fields for investigation in the study of problems affecting the profession of Architecture.

(j) Have laid the basis for an international professional relationship, by correspondence and interchange of documents and information. This relationship has taken an active form through the creation of the Institute Committee on Foreign Co-operation, and the Post-War Committee hopes that this work may be prosecuted with vigour as a part of the basis of a new and more tolerant relationship among all nations.

(k) Have established relationship between the various Professions through the formation of the Inter-Professional Conference.

The Executive Council believes that the Committee's work has now been brought to a point where it can better be carried on by properly constituted Institute Committees.

The following are set down as subjects worthy of further study as suggested by a preponderance of criticism in the replies received to the Post-War questionnaires:—

1. What should be the function of the American Institute of Architects:

(a) A national organisation of the Profession and a direct factor in economic and social life; or,

(b) A dignified Academy attainable only by a few, and dealing only with the internal ethics of the Profession?

2. What should be understood by the term "Architect"? The public should know the circumscribed field of the Architect's legitimate activity, just as the public knows that of the doctor and the lawyer.

3. The desirability of giving Local Chapters of the Institute greater authority in formulating rules of practice for the guidance of their members, more in conformity with established custom in a locality.

4. As related to creating sentiment in favour of Registration Laws: to set up a standard of what a man should know and be competent in before he enters into practice as a Principal.

5. Parliament of Building Industries.

6. The entire subject of relationship between architects and draughtsmen.

7. Methods of organisation of an architect's office to render complete service.

8. The value of dignified publicity after a definite policy and a definite meaning of terms have been established.

9. Architects' Remuneration: (a) The percentage system; (b) Cost—plus a fixed fee; (c) Other methods.

10. Expense of estimating: (a) Quantity Survey; (b) Contractors' Bureaus; (c) Commercial Bureaus for Member Contractors.

11. Schedule of charges to provide for complete service, omitting reference to employment of specialists, clerk of works, and data to be furnished by the owner.

#### National Health Insurance Act.

Mr. F. R. YERBURY, Secretary of the Architects' and Surveyors' Approved Society, writes:—

For the information of architects and surveyors, perhaps you will be good enough to allow me to call attention to the provisions of the 1920 National Health Insurance Act, under which employers and employed are required to pay an additional contribution weekly.

Contributions increased from 7d. to 10d. for men (employer pays 5d., man 5d.); from 6d. to 9d. for women (employer pays 5d., woman 4d.).

Sickness benefit increased from 10s. to 15s. a week for men; from 7s. 6d. to 12s. a week for women.

Disablement benefit increased from 5s. to 7s. 6d. a week for men and women.

Maternity benefit increased from 30s. to £2.

This Act comes into force on 5th July, 1920.

#### Honours for Members.

The following decorations have been conferred by Allied Governments upon Sir BANISTER FLETCHER [F.], ex-Sheriff of the City of London, in recognition of valuable services rendered during the war:—

*Conferred by the King of the Belgians:* Commander of the Order of Leopold II.

*Conferred by the King of the Hellenes:* Commander of the Order of George I.

*Conferred by the President of the Republic of China:* Second Class, with Grand Cordon, of the Order of the Excellent Crop.

Sir Banister is also *Officier de la Legion d'Honneur*, conferred by the President of the French Republic.

Sir ROBERT S. LORIMER [F.], A.R.S.A., has been elected an Associate of the Royal Academy.

Elections to Fellowship of the Society of Antiquaries in recent months include Mr. PAUL WATERHOUSE [F.], Mr. E. GUY DAWBER [F.], and Mr. H. P. BURKE DOWNING.

#### The "Director of Works" at H.M. Office of Works.

The Commissioners of H.M. Office of Works have consolidated their various architectural and surveying departments and placed them under one head, who is styled the "Director of Works." Sir Frank Baines, C.B.E., M.V.O., has been appointed to the position.

#### Fatal Accident to the Institute Lantern Slide Operator.

Members attending the Institute meetings at which lantern slides have been shown will perhaps remember the lantern operator, Mr. J. T. Hawkins, a man scarcely yet in his prime. It is with great regret that we have to record his death, from injuries received under peculiarly tragic circumstances on the 22nd May. Riding a motor cycle in West Norwood, his clothing caught fire owing, it is supposed, to a leak on the inlet valve of the motor. Enveloped in flames he dismounted and plunged into some bushes near by, endeavouring to extinguish the flames and rid himself of his burning clothes. He was badly burned in face and limbs and was taken to King's College Hospital, Denmark Hill, where he succumbed to his injuries a few days later.

## COMPETITIONS.

Gatley War Memorial.  
Gravesend War Memorial.

Members and Licentiates of the Royal Institute of British Architects must not take part in the above Competitions because the Conditions are not in accordance with the published Regulations of the Royal Institute for Architectural Competitions.

By Order of the Council,

IAN MACALISTER.

Twickenham War Heroes Memorial.  
Rhyll War Memorial Hospital.

The Competitions Committee desire to call the attention of Members and Licentiates to the fact that the conditions of the above Competitions are unsatisfactory. The Committee are in negotiation with the promoters in the hope of securing an amendment. In the meantime Members and Licentiates are advised to take no part in the Competition.

Appeal for the Co-operation of Architects to secure  
Satisfactory Conditions.

The following Memorandum is published by direction of the Council :—

The Council of the Royal Institute of British Architects urge the co-operation of all architects, members of the Institute and the Allied Societies and others, in their endeavours to secure satisfactory conditions for architectural competitions. The Institute Regulations for Competitions have been drawn up after careful consideration by the Council and the Competitions Committee. All members of the Institute and the Allied Societies are bound by them, and it is only by their strict observance that the best results for promoters and the fair treatment of competing architects can be assured. These Regulations are printed in the Institute KALENDAR, and also in pamphlet form. Copies of the pamphlet may be obtained from the Secretary of the R.I.B.A., and it is the duty of all members competing to be familiar with them.

Only when all other means have failed does the Competitions Committee request the Council to bar a competition, and it is often able, when put into touch with the promoters at an early stage, to bring about the amendment of unsatisfactory conditions, but at present no system can be arranged by which the conditions of all competitions shall automatically be presented to the Committee for review. The Committee must therefore rely largely upon intelligence given by members who, having applied for copies of conditions, find them not to accord with the Regulations. Early intervention is essential to success; members and others are requested to lose no time in sending copies of such conditions to the Hon. Secretary of the Competitions Committee.

The Council make the following suggestions for the improvement of architectural competitions :—

1. When applying for the conditions, intending competitors should state that unless the essential Clauses of the R.I.B.A. Conditions are embodied therein they will be unable to compete.

2. On receipt of the conditions they should compare them with the Regulations and note any discrepancies.

3. If any clauses are unsatisfactory they should at once communicate with the Hon. Secretary of the Competitions Committee; they should also return the conditions without delay to the promoters, pointing out in what respects they are unsatisfactory, and intimate that if they are amended to accord with the Institute Regulations they will be pleased to reconsider their decision not to compete.

In some cases it may be desirable, when it becomes known that a competition is proposed, that architects in the neighbourhood should ascertain whether the promoters know of the Institute Regulations, and if not, should provide them with a copy.

The Council remind members that they may neither assess nor take part in competitions which are not in exact accordance with the Regulations, even if they have not seen any notice issued by the Institute. At the same time it invites all architects, non-members as well as members of the Institute, to co-operate in carrying out these suggestions. Much has already been done; only by constant vigilance and timely concerted action will the respect of the public be secured and the highest aims of architecture attained.

---

Ulster Society of Architects.

A General Meeting of the Ulster Society was held in the Melville Hotel, Londonderry, on Thursday, 27th May, on the arrival of the Belfast train by which a number of the Belfast members travelled north. Mr. Henry, M.S.A., President, occupied the chair. Business connected with the profession both in Belfast and Derry was transacted and the members adjourned to the dining-room of the hotel for lunch as the guests of the Londonderry Committee, being joined by representatives of the Derry Master Builders' Association. Mr. Buchanan, the chairman of the local Committee, acted as host and in proposing the health of the visitors expressed the hope that this would be the forerunner of many future annual reunions of the Society in the northern city. The President and Hon. Secretary replied on behalf of the visitors and extended to the Derry members a cordial invitation to visit Belfast at an early date. Subsequently visits were paid to the Guild-hall, The Walls, Cathedral, and the Long Tower Chapel, the architect in charge of each building acting as guide and explaining the various features of interest.

E. R. KENNEDY [A.], Hon. Secretary.

Belfast.



## MINUTES. XV.

At a Special General Meeting, summoned by the Council in accordance with By-law 65, held Monday, 7th June, 1920, at 8 p.m., Mr. Alfred W. S. Cross, *Vice-President*, in the Chair, the Minutes of the Special General Meeting (*re* Increase of Subscriptions), held 10th May 1920, having been published in the JOURNAL, were taken as read and signed as correct.

The Chairman stated the purpose of the Meeting—viz., to confirm the Resolution passed at the Special General Meeting of the 10th May with reference to the entrance fees and subscriptions of Members and the contributions of Licentiates.

The Chairman thereupon moved, Mr. Max Clarke [F.] seconded, and it was

RESOLVED, unanimously, that this Meeting, called in pursuance of Clause 33 of the Charter, do confirm the resolution passed at the Special General Meeting of the 10th May—viz., That in order to provide funds to meet the increase in expenditure due to the general advance in prices, an addition of one guinea be made to all entrance fees and subscriptions of Members and contributions of Licentiates; and that the necessary steps be taken to obtain the sanction of the Privy Council to such revision of By-law 17 as is required to give effect to this resolution.

The Special General Meeting then terminated.

At the Fifteenth General Meeting (Business) of the Session 1919-20, held Monday, 7th June, 1920, immediately following the Special General Meeting above recorded, and similarly constituted, the Minutes of the meeting held 17th May, 1920, having been published in the JOURNAL, were taken as read and signed as correct.

The Hon. Secretary announced the decease of Albert Edward Lacey, *Associate*, elected 1903; and Thomas Lewis Banks, elected *Associate* 1872, *Fellow* 1885, and placed on List of *Retired Fellows* in 1910.

The Hon. Secretary also announced the decease of Jean Louis Pascal, *Hon. Corresponding Member*, *Royal Gold Medallist* 1914, and, having referred to his eminence as an architect and as a teacher of architecture, moved and it was thereupon

RESOLVED, That this Institute has learned with profound sorrow of the death of its illustrious and most esteemed Corresponding Member, Jean Louis Pascal, Membre de l'Institut de France, Royal Gold Medallist, and desires to place upon record its admiration for his achievements as an architect and as a teacher of architecture, and its respect for his distinguished qualities of mind and character. Further, that an expression of the Royal Institute's sympathy and condolence be conveyed to his near relatives; and that a sympathetic message be also forwarded to the Institut de France, the Société Centrale des Architectes Français, and the Société des Architectes diplômés par le Gouvernement, condoling with them on the loss of their eminent colleague.

The following candidates were elected by show of hands:—

As HON. FELLOW.

HARDY: THOMAS, O.M. [*R.I.B.A. Essay Medallist* 1862.]

As HON. ASSOCIATES (2).

DITCHFIELD: Rev. PETER HAMPTON, M.A., F.S.A.

PIPER: EDWARD WILLIAM HARVEY.

As FELLOWS (19).

AGUTTER: THOMAS CHARLES [A., 1907].

ANDERSON: Captain HERBERT COOPER, R.E. [A., 1909].

CULLEY: NORMAN [A., 1904].

CURTIS: SPENCER CAREY [A., 1904].

ELMS: EDWARD FURNESS MARSON [A., 1902].

GORDON: HENRY PERCY [A., 1904].

HALL: ALNER WILSON, M.C. [A., 1910].

HETT: LEONARD KEIR [A., 1911].

MOBERLY: ARTHUR HAMILTON, M.A. Cantab. [A., 1910].

RICHEY: NORMAN [A., 1919].

SHEPHERD: HERBERT [A., 1898].

SMITH: FRANCIS DANBY [A., 1902].

TROUP: FRANCIS GORDON [A., 1910].

WOOD: ERNEST MARSHALL [A., 1909].

And the following Licentiates who have passed the qualifying examination:—

ARMSTRONG: CHARLES MONTGUE CECIL.

EVILL: NORMAN.

FARROW: JOHN WILFORD HILBERT.

LYOYD: THOMAS ALWYN.

WAKEFIELD: BENJAMIN FREDERICK GEORGE.

As ASSOCIATES (140).

N.B.—The Special War Exemption candidates had in all cases qualified for registration as Students after 1909 and before the completion of their War Service, but were not actually registered till the dates mentioned against their names (see Regulation, JOURNAL 9th November, 1919).

NOTE.—The asterisk (\*) denotes a Special War Exemption candidate. All the other candidates passed the Special War Examination.

\*ACKROYD: SAMUEL WILLIAM [S., 1912].

\*ADDEY: FREDERICK ARNOLD, P.A.S.I. [S., 1913].

\*ALLISON: WILLIAM, P.A.S.I. [S., 1911].

ALLUM: STANLEY CHARLES.

\*ASHENDEN: HAROLD CAMPBELL, M.C., F.S.I. [S., 1912].

\*ASHMAN: HERBERT WILLIAM [S., 1913].

\*ASLIN: CHARLES HERBERT [S., 1913].

\*BATTISCOMBE: HUMPHREY [S., 1918].

\*BINNIE: WILLIAM BRYCE [S., 1913].

\*BLACKBURN: NORMAN ARTHUR [S., 1914].

\*BLACKFORD: JOSEPH [S., 1913].

\*BLACKWELL: CHARLES CHRISTIE [S., 1910].

BLAMFIED: ROY CHARLES.

\*BOYD: JOHN SHAW [S., 1920].

BRADDELL: THOMAS ARTHUR DARCY.

\*BRODIE: ROBERT [S., 1919].

\*BROOKS: CHRISTOPHER JOHN [S., 1919].

\*BROOMHALL: THOMAS HARGREAVES [S., 1910].

BRYCE: ANDREW DOUGLAS.

\*BUCHANAN: ALLAN POLLOCK MCKENZIE [S., 1919].

BURCHETT: HOWARD WILLIAM.

BUTCHER: HENRY FREDERICK.

\*CALDWELL: OLIVER REGINALD [S., 1912].

\*CHING: WILMOT THORNE [S., 1911].

CLAYDON: LIFFORD.

\*CLAYTON: CHARLES LAWRENCE [S., 1912].

\*COLLIN: BERTIE PHILLIPS [S., 1910].

\*CORNISH: CHARLES EDWIN [S., 1913].

\*COTTINGHAM: GARNET REGINALD [S., 1914].

COULSON: RICHARD CARTE.

COUPLAND: WILLIAM VERNON.

\*CRASKE: CLIFFORD WIGG [S., 1911].

\*CROSSLEY: GEORGE [S., 1913].

CRUICKSHANK: HERBERT WILLIAM.

\*CULLEN: ALEXANDER [S., 1919].

CURTIS: HERBERT LEWIS.

\*DAILEY: ARTHUR BENJAMIN [S., 1910].

\*DODD: RONALD FIELDING [S., 1912].

DOWNER: GEORGE EDWIN.

\*DUNCAN: RONALD AVER [S., 1914].

\*DURNFORD: WILLIAM JOHN [S., 1912].

\*EATON: GEORGE MORLEY, P.A.S.I. [S., 1910].

\*EDWARDS: KENNETH DREW [S., 1912].

\*EMES: JAMES ALBERT [S., 1915].

\*EVANS: HENRY GORONWY [S., 1914].

\*FILDES: GEOFFREY PHILIP [S., 1914].

\*FISHER: HENRY NETTLETON, M.C. [S., 1914].

FURNER: ARTHUR STANLEY.

GARRETT: STANLEY G.

\*GLEN: ALEXANDER GRAHAM [S., 1920].

\*GOODSALL: ROBERT HAROLD [S., 1912].



- \*GOODWIN: HARRY THOMAS [S., 1912].  
 \*GORDON: JOSEPH DAVISON [S., 1914].  
 \*GORDON: PERCY JAMES [S., 1914].  
 \*GOSTLING: WILFRID BERNARD, M.C. [S., 1914].  
 GRABHAM: STANLEY, P.A.S.I.  
 \*GRANT: JOHN PETER DIPPIE [S., 1913].  
 HAIGH: NORMAN CHARLES.  
 \*HALE: PERCY EDWARD [S., 1912].  
 \*HAMILTON: IAN BOGLE MONTEITH, B.A. Oxon. [S., 1913].  
 \*HAMILTON: THOMAS CRESSEY [S., 1913].  
 \*HARRIS: WILFRED HENRY, P.A.S.I. [S., 1914].  
 \*HENSHELL: LOUIS SYDNEY, D.S.O. [S., 1910].  
 \*HERFORD: THEODORE WELBY [S., 1919].  
 \*HODGES: JOHN STEWART [S., 1920].  
 \*HOLLAND: HARRY [S., 1919].  
 \*HOLROYD: FRANK [S., 1912].  
 \*HONEYMAN: HERBERT LEWIS [S., 1910].  
 \*HOSSACK: JAMES DAVIDSON [S., 1913].  
 \*HOUSTON: JAMES [S., 1918].  
 \*HOWELL: JOHN ALLNUTT [S., 1911].  
 \*HUDSON: THOMAS [S., 1912].  
 \*INMAN: GORDON HENRY NISBET [S., 1912].  
 \*JACKSON: BURROUGH DE CARLE [S., 1911].  
 \*JOHNSON: HENRY ANDREW [S., 1915].  
 \*JOHNSON: REGINALD SIDNEY, M.C. [S., 1913].  
 \*JONES: SYDNEY STEVENSON [S., 1920].  
 JONES: WILLIAM GEORGE EDMUND.  
 \*KAY: MITCHELL CRIGHTON, M.C. [S., 1912].  
 \*LAST: FREDERICK BERTRAM [S., 1911].  
 \*LEGG: THEODORE ELLIS [S., 1911].  
 \*LOCHHEAD: ALFRED GEORGE [S., 1919].  
 \*LOTHOUSE: WALLACE GEORGE [S., 1919].  
 \*LOVE: ROBERT MACLAREN [S., 1911].  
 \*LUTYENS: EADRED JOHN TENNANT [S., 1919].  
 \*MCKAY: JOHN ROSS [S., 1912].  
 \*MACKAY: SAMUEL ARMSTRONG HURST [S., 1912].  
 \*MADDOCK: RICHARD HENRY [S., 1911].  
 \*MASON: HAROLD CLAYFORTH [S., 1917].  
 \*MILLER: BERNARD ALEXANDER [S., 1914].  
 MILLER: ERIC STUART CAMPBELL.  
 \*MOORE: JOHN D. [S., 1913].  
 MORGAN: ALFRED PERCY.  
 \*MORREY: PERCY, M.B.E. [S., 1919].  
 \*MOUNTFORD: EDWARD WALLIS [S., 1911].  
 NICHOLSON: THOMAS.  
 \*ODOM: JOHN HENRY [S., 1911].  
 O'DONOGHUE: RUPERT JOHN GORDON.  
 \*PAGE: THOMAS ALEXANDER [S., 1911].  
 \*PIDSLEY: WILFRID GOULD [S., 1911].  
 \*PRICE: WILLIAM HAROLD [S., 1911].  
 \*PRYNNE: SHERARD JOHN HOWARD [S., 1912].  
 READ: KENMUIR HARRY.  
 REED: WILLIAM JAMES.  
 \*RICHARDSON: HERRERT CLIFFORD [S., 1913].  
 \*RILEY: RICHARD HOLDEN, P.A.S.I. [S., 1915].  
 \*ROBERTS: ARTHUR BEAVER LLEWELLYN [S., 1919].  
 ROBINSON: ERIC ORME.  
 \*ROUTLEY: LEONARD JAMES [S., 1913].  
 \*ST. LEGER: CHARLES DOUGLAS, M.C. [S., 1915].  
 SCOTT: THOMAS EDWARD.  
 \*SHAW: ROBERT PHILIP [S., 1915].  
 \*SHEARER: THOMAS SMITH [S., 1914].  
 \*SHERWIN: CECIL THOMAS [S., 1910].  
 \*SWALLOW: JOSEPH CEDRIC [S., 1912].  
 \*SYKES: ALEXANDER RICHARD [S., 1920].  
 TASKER: EDWARD CLOUGH.  
 \*TEBBUTT: HENRY JEMSON [S., 1913].  
 TEMPEST: FREDERICK WILLIAM.  
 THIRTL: TOM OWEN.  
 \*THOMPSON: GEORGE RICHARD, M.C. [S., 1915].  
 \*TOOTHILL: JOHN CEDRIC PENMAN [S., 1910].  
 \*TRANMER: FRANK [S., 1912].  
 VERNON: FREDERICK AUSTIN.  
 \*WARDILL: REGINALD WILLIAM [S., 1913].  
 WATERHOUSE: MICHAEL THEODORE, M.C.  
 \*WATT: JOHN DESBOROUGH [S., 1912].  
 \*WHIMSTER: HENRY NEIL [S., 1913].  
 \*WHITE: PERCY GORDON [S., 1911].  
 \*WILLIAMS: WILLIAM JOHN VAUGHAN, M.C. [S., 1911].  
 \*WILLIAMSON: FREDERICK [S., 1911].  
 \*WILSON: ARTHUR [S., 1913].  
 \*WILSON: ROBERT, JR. [S., 1914].  
 \*WINDER: ARTHUR MAYALL [S., 1911].  
 \*WOOD: JAMES [S., 1913].  
 \*WOOD: ORMOND PHILIP [S., 1916].  
 \*WYATT: PHILIP HUMPHRY, O.B.E. [S., 1910].  
 \*WYLIE: EDWARD GRIGG, M.C., Chevalier of the Order of the Crown of Roumania [S., 1920].  
 YOUNG: JAMES REID.

The Scrutineers' Reports giving the results of the annual elections were read, and the Chairman declared the Officers, Council, and Standing Committees duly elected in accordance therewith.

On the motion of the Chairman a Vote of Thanks to the Scrutineers for their labours in examining the voting papers and counting the votes was carried by acclamation.

Mr. Delissa Joseph [F.] having asked what steps the Council had taken to carry out the request unanimously made by members at the Annual General Meeting for the calling of a Public Meeting to protest against the proposed application of the Luxury clauses of the Housing Act and to arrange for a deputation to the Prime Minister thereon, the Chairman replied that the Council had that afternoon appointed a Committee to carry out the mandate of the General Body, that it was the intention that the Committee should get to work at once and arrange a plan of campaign, and that this would be communicated to the General Body at the earliest possible date.

The Hon. Secretary announced that the Meeting for the Presentation of the Royal Gold Medal had been postponed till later in the year and that the new date would be notified to members in due course.

The proceedings closed at 8.45.

## NOTICES.

### Peace Day Celebrations.

Members of the Institute (Hon. Members, Fellows, Associates, Licentiates, Students and Probationers) and their Ladies are invited to the RECEPTION AND GARDEN PARTY in honour of returned Service Men, to be held by the President and Council at the Zoological Gardens on Tuesday, 29th June. Applications for Tickets, specifying whether ladies' tickets are also required, should be made to the Secretary R.I.B.A. as soon as possible.

Dress: Morning Dress, Working Dress or Uniform.

It is hoped that all ex-Service men will make a special effort to be present on this occasion.

There will be no charge for tickets.

### The Royal Gold Medal, 1920.

The Presentation of the Royal Gold Medal, originally fixed for Monday, 21st June, has been postponed till later in the year, when it is hoped that M. Girault will be present to receive the Medal in person. The new date cannot yet be fixed, but full notice will be given as soon as definite arrangements are made.

Will "ARCHITECT, F.R.I.B.A." who advertised in the last issue that he wants a London address, kindly send his name to the Editor, JOURNAL R.I.B.A., 9, Conduit Street.

